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The Daily Press

HONGKONG, APRIL 6TH, 1908

WHEN the Wise Man of the East, the Indian
Sage, Sir JAMES MACKAY, came to put in
order the mal-administered finances of China,
he made a boastful promise that he wasabout to remove from the land the curse of
Liukin. He was warned that the curse hewas adopting was of all others that most
calculated to rivet its chains still tighter.This was in 1902, and it is curious to observe
how completely the prophecies of those whofrom long experience of China foretold the
failure of his "prestige hand" have been

fulfilled. With that fatal recklessness to

confound Chinese promises with Chinese

performance which has been from the
beginning of our intercourse the curse of the

gushing young diplomat, Sir JAMES MAC-

KAY, on the mere promise of Sir ROBERT

HART, without any guarantee that he had

authority to represent the Chinese Govern-

ment, proceeded to barter away certain very

tangible privileges, and increase both ex-

port and import duties one half. The con-

cessions were accepted without demur by

the authorities at Peking—but the corre-

sponding reductions, which under Sir JAMES

MACKAY's instructions he was to secure

before parting with the extra duties, so far

from being removed, have since increased

enormously in their incidence everywhere;

and besides this have in the face of the en-

gements entered into been introduced

with all their evil consequences in all the

Northern provinces where before they did

not exist. It was pointed out at the time

that this would be the logical and therefore

inevitable consequence of the concessions

that Sir JAMES MACKAY proposed to make.

Wise in his own conceit, and misled by Sir ROBERT HART who was in the affair simply the mouthpiece of the Palace party at Peking, Sir JAMES MACKAY yielded the most important points at issue, only to find that Peking had not the slightest intention of fulfilling the unauthorised promises made for it by the Inspector General. It, of course does not say much for Sir ROBERT HART's astuteness that he should have permitted himself to have been made the mouthpiece in such a questionable transaction, and it is only fair that we should look at the affair in the light in which he doubtless viewed it. As Inspector-General, when that office carried any political influence, Sir ROBERT HART had all his life been working to enhance the Imperial influence of Peking vis à vis the provinces. One by one provincial perquisites had been curtailed in the interests of the central Government, and when after the events of

1900 it seemed to the Foreign powers wise, in order to enable it to meet the new liabilities imposed on it, to make provision for the collection of certain dues previously classed as illegal, the collection was placed in the hands of the Inspector-General. To Sir ROBERT HART, who continued to be blind to the inner working of affairs, this step seemed enormously to enhance the dignity of his office, with the result that he lent the services of his staff to introduce, into North China the system of Liukin, from which it had hitherto been exempt, and all the proceeds of the collection were paid over direct to Peking to the great satisfaction of the hangmen of the Court. Unfortunately certain dues in the southern provinces had been allocated to meeting the engagements of 1900, and officers of the Maritime Customs being placed over these to ensure their collection, these likewise were diverted to Peking. Before 1900 certain shares in the Customs collections of the port, before remittances were made to Peking, were retained by the local officials in lieu of certain rights formerly surrendered. After 1900 these were rescinded, and the whole remitted. In addition to this, by the arrangement to which Sir JAMES MACKAY agreed, the rates of duty were increased fifty per cent, and the entire also sent up to Peking. The result of this diversion of all these revenues to the capital was that the provincials saw not only what seemed to them an unconstitutional strengthening of the Central Power, but a serious danger to their own exchequers. To permit the one levy on trade which was still available to them to be abolished—at the sole command of Peking, without compensation, and in view of the fact that Peking, contemplated still further demands on the provincial Customs, was more than flesh and blood could stand. Sir ROBERT HART had been made a tool of to bring about the new state of affairs, but as he was no longer useful, it was not necessary to redeem his promises, which had moreover been made without authorisation; so the double purpose was accomplished of getting the whole of the duties, new and old, remitted to Peking, and at the same time, without formally dismissing him, of reducing the office to insignificance, with the intention of abolishing the whole establishment as soon as a pretext could be invented.

Sir ROBERT HART had permitted himself, as we have seen, to be made a tool for the introduction of the iniquitous, and as far as trade is concerned, the suicidal system of Liukin into the northern provinces. The time had come when his council was no longer necessary, and the old ways might be resumed with impunity. One of the worst, if not the very worst, of the effects of the Liukin system as administered in China, is its enormous cost to the country in proportion to the actual amount obtained, the service being so inefficient that nearly the whole is absorbed in collection. A whole army of useless collectors amounting in each province to tens or hundreds of thousands are spread over the country at every crossing of roads, each of whom is authorised to prey at his discretion on trade. As each man in descending order has had to pay to his immediate superior for the right, it can be readily seen that supervision is impossible, while each man's takings depending on his ability to seize what fortune offers, it will be seen that he has every temptation to exact the utmost. Practically it is a system of simple piracy—that he may take who has the power, and he may keep who can. This is the system which Sir JAMES MACKAY's ignorant and wrong-headed action has been effective in riveting worse than ever on the neck of the country. It was one of the reasons that helped on the construction of railways, whose projectors fondly hoped that with the construction of railways the work of the Liukin gatherer would cease. It is one of the most potent proofs of the state of dependence into which the once powerful

A special meeting of the Sanitary Board is summoned for this afternoon for the purpose of considering (1) Letter from Government forwarded copy of the Bill amending the Public Health and Building Ordinance 1903 with minute by Mr Lau Chu Pak, (2) Letter from Government forwarding copy of the Hansard report of the speech made by His Excellency the Governor on the Public Health and Building Amendment Bill and minute by Mr Lau Chu Pak, (3) Correspondence relative to the amendment of the Public Health and Buildings Ordinance.

Returns of the average amount of Bank notes in circulation and of specie in reserve in Hong Kong, during the month ended, 31st March, 1908, as certified by the managers of the respective banks.

Banks	Average Specie in Amount Reserve.
Chartered Bank of India, Australia and China	\$ 3,667,781 24,000
Hongkong and Shanghai Banking Corporation	15,64,604 10,000,000
National Bank of China, Limited	305,610 150,000
Total	\$ 19,036,995 12,550,000

[This is the third win in succession for Cambridge.]

TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

WRESTLING.

LONDON, April 5th.
Gotch has defeated Hacken Schmidt.

INTER-UNIVERSITY BOAT RACE.

LONDON, April 5th.
Cambridge won from Oxford by two and a half lengths.

TELEGRAPHIC DELAY.

LONDON, April 5th.
The delay on the Indian Telegraph lines is caused by the discontent of the signallers.

THE NAVAL DISASTER.

LONDON, April 5th.
Thirty-five of the crew of the "Tiger" were drowned when the torpedo boat destroyer was sunk on Friday in a collision with the "Berwick."

[REUTER'S SERVICE.]

THE TIENSIN-PAKAU RAILWAY LOAN.

LONDON, April 2nd.
The Tientsin-Pakau Railway loan has been largely oversubscribed, and it is worthy of note that Chinese applied for a considerable amount.

THE BRITISH REVENUE.

LONDON, April 2nd.
The actual surplus for 1907/1908 is about £5,000,000.

THE MACEDONIAN QUESTION.

LONDON, April 2nd.
Mr MITCHELL proposed the toast "Success to the Chantaboon." He remarked that it was a departure from their usual custom to have a trial trip on the same day as the launching of a new boat. But when he was asked if it could be arranged, he said it could, because he had every confidence in the staff (applause). Their trip that day showed his confidence was justified (applause). He thought they would all agree that the vessel had done very well indeed. The launch they had seen that day was the sixth vessel of her class that the Dock Company had built for the Norddeutscher Lloyd, and he was very glad to say that they had another one on order. That went to show that the Norddeutscher Lloyd had every confidence in the work of the Dock Company (applause).

The toasting having been honoured, Captain HERMELING invited those assembled to drink to the health of the Dock Company's staff. He had seen the sister ships of the ones they were aboard working at Bangkok, and they were doing splendid work. The vessels had given the Norddeutscher Lloyd every satisfaction. Those who knew all about ships could look over the "Chantaboon" and see everywhere evidence of first-class work. The Dock Company had earned a name in the Far East as a first-class shipbuilding firm, and it was their staff who did the first-class work. He trusted that staff would always remain as they were to-day (applause).

Mr NEAVE, in replying, said such commendations were pleasing to hear, and he thanked Captain Hermeling for them. He hoped the Dock Company would always retain its present position (applause).

THIS CONCLUDED THE PROCEEDINGS.

THE UNITED STATES AND MANCHURIA.

LONDON, April 2nd.

It is understood in Washington that the policy carried out by Mr. Fisher, the U. S. Consul in Harbin, is to be equally applied to Southern Manchuria. It is recognised that this is displeasing to Japan, but it is believed that the European nations interested in the Far East will support the United States.

GERMANY.

LONDON, April 2nd.

The German and Prussian loans (4 per cent) of £21,500,000 and £20,000,000 have been issued at 99½, in addition to which a banking syndicate has taken £10,000,000 of Prussian Treasury notes.

The Kaiser is at Olm and has telegraphed most warmly to Admiral von Tirpitz on the Reichstag's adoption of the new naval programme, by which the most important stage of building up the navy has been reached; and in order to mark his gratitude the Kaiser has summoned Admiral von Tirpitz to the Prussian House of Lords.

CAPE COLONY ELECTIONS.

LONDON, April 3rd.

At the elections for the Cape Assembly, the South African party, who are Ministerialists, have gained ten seats.

REDUCING THE BRITISH NATIONAL DEBT.

LONDON, April 3rd.
Mr. Churchill, referring to the record of the Government, said that the reduction of the National Debt by £30,000,000 was an unparalleled feat.

LABOUR TROUBLES IN ITALY.

LONDON, April 3rd.

During a labour demonstration held yesterday in Rome, the crowd ignoring the summons to disperse, were charged by the troops who cleared the Square, killing three and injuring eleven. Twenty-one of the police were wounded. The situation in the town is disquieting: all the shops are closed, the trams have ceased running, and the garrison has been reinforced with troops who are distributed throughout the city.

These mammoths are believed to have lived about 100,000 years ago. The remains of the first one discovered were in such an excellent state of preservation that some of the remains of flesh, after being thawed, salted, and cooked, were actually eaten out of curiosity by some Russian scientists.

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A NEW STEAMER.

Not often does a steamer leave the slips of the builder and undergo its trial trip on the same day, but this was the experience of the "Chantaboon," a steamer built by the Hongkong and Whampoa Dock to the order of the Norddeutscher Lloyd for Siamese river trade in the neighbourhood of Bangkok. The double event took place on Saturday and the results were highly successful, reflecting the greatest credit on the Dock Company. The new lighter, which is the sixth the builders have sent down to Bangkok for the same owners, has a length between perpendiculars of 152 ft. 6 in.; length over all 159 ft.; breadth moulded 29 ft.; depth moulded 11 ft.; height of bulwark 2 ft. 8 in.; extreme draught 9 ft. 3 in. She has two sets of vertical triple expansion surface-condensing engines, with a high pressure cylinder 8½ inches in diameter, intermediate pressure 18½ inches, and light pressure 23½ inches, in diameter, with a stroke of 15 inches. She has one cylindrical moulded steel boiler, return tubular, 11 feet in diameter and 10 feet long; Fox's patent furnaces, with a working pressure of 170 lbs. to the square inch. Her speed is 7½ knots an hour and carrying capacity 8,500 tons.

For the launching ceremony there was a staging erected at the bow of the vessel. On this were accommodated a number of ships' officers interested and several guests. Mrs. Von Reigen, wife of the N. D. L. superintendent engineer, performed the ceremony of naming the boat. Speaking in German she said—"I am asked by the Norddeutscher Lloyd to christen you Chantaboon." With that she dashed a bottle of champagne on the side of the steamer which now began to move and soon slid down the ways, taking the water gracefully. A salvo of crackers and loud cheers signalled the happy event. Then Mr. Robert Mitchell, the chief manager of the Dock Company, presented Mrs. Von Reigen with a watch bracelet as a memento of the occasion, and the recipient expressed her thanks. Afterwards the company boarded the "Chantaboon," which had taken the water with steam up and was gaily decked with bunting, and the vessel proceeded on her trial trip under the command of Captain Major. Near Aberdeen the tests were run and satisfactory results obtained. Tiffia was served on board, among those present being Mr. Robert Mitchell, Mr. Martin (chief engineer Dock Co.), Mr. and Mrs. Von Reigen, Captain Hermeling (captain superintendent N. D. L.), Mr. Nielsen (assistant engineer superintendent N. D. L.), Mr. and Mrs. Lambert, Mr. Graham (manager of Kowloon Docks), Mr. H. L. Fletcher, Mrs. Richardson, Mr. Hand, Mr. T. Neave, Mr. Tully, Mr. Keith, and others. After dinner,

Mr. MITCHELL proposed the toast "Success to the Chantaboon." He remarked that it was a departure from their usual custom to have a trial trip on the same day as the launching of a new boat. But when he was asked if it could be arranged, he said it could, because he had every confidence in the staff (applause). Their trip that day showed his confidence was justified (applause). He thought they would all agree that the vessel had done very well indeed. The launch they had seen that day was the sixth vessel of her class that the Dock Company had built for the Norddeutscher Lloyd, and he was very glad to say that they had another one on order. That went to show that the Norddeutscher Lloyd had every confidence in the work of the Dock Company (applause).

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DISCOVERY OF A MAMMOTH.

The St. Petersburg Academy of Science has just despatched a well-equipped expedition to the valley of Santan in Northern Siberia, in order to excavate the remains of the mammoth which has been discovered 300 versts from the village of Kassach. The eranium and part of the right foreleg were exposed through the action of water and hair-covered flesh was found adhering to the bones. The Arctic fox had actually begun to eat, and water has now been poured

LOCAL SPORT.

HONGKONG GYMKHANA CLUB.

The first meeting of the season took place at the Happy Valley on Saturday afternoon when an interesting programme was carried through. The attendance was not so large as usual and the proceedings were somewhat dull, especially towards the end. The Middlesex Band played selections during the afternoon.

The officials were:

FATIGUE: His Excellency Sir Frederick Lukard, K.C.M.G., C.B., D.S.O.; His Excellency Vice-Admiral Hon. Sir Hedworth Lumton, C.B.; His Excellency Major-General R.G. Broadwood, C.B.; Commodore R.H.S. Stokes, R.N.; Captain: The Stewards of the Hongkong Jockey Club, (Ex-Officio). The Hon. Mr. F.H. May, C.M.G., Mr. C. H. Lee, Mr. J. Jupp, Mr. H.P. White, Mr. G.K. Hall, Brutton, Mr. John Paterson, Captain Cunningham, Mr. J. Paterson Judge, Mr. J.A. Japp, Handicapper; Mr. H.P. White, Clerk of the Scales; Captain Cunningham, Assistant Clerk of the Scales; Mr. C.H. Ross, Starter; Mr. M. S. Sisson, Time-Keeper; and Mr. R.F.C. Master, Hon. Sec. & Treasurer.

Details of the programme are appended.

ONCE OVER.—For China Ponies Subscription.

Grimm's entered in the Season 19 7 10.8 and all Ponies entered in the Hongkong Griffin Stake and the Tientsin Stake at the Hongkong Jockey Club Meeting 1908. Weight for horses as per scale. Winners of one race 5 lbs extra; of two or more races 10 lbs extra. Non-winning placed Ponies allowed 2 lbs. Unplaced runners allowed 5 lbs. Jockeys who have not won more than two official races in Hongkong, Shantung, or Tientsin allowed 5 lbs. Entrances fee \$5.

1st Prize: The T. Cup, presented by Mr. P. S. \$25. (Entrance fees to go to winner.)

Mr. Wolf's (Unplaced) late Kirkpatrick) 154 lbs. (Mr. Gegg) 1.

Mr. Medieu's Supreme Rose (Mr. G. C. Master) 2.

Mr. McDonald's Costa Sabah (late Gum Tree) 147 lbs. (Mr. Dupree) 3.

Mr. Brutton's Lowlander, 152 lbs. 5 lbs. allowance. (owner) 0.

Dr. Noble's Southampton 145 lbs. 5 lbs. allowance. (Mr. Clarke) 0.

Lowlander was left at the Start, which was rather a bad one and Hampstead on the rails led by several lengths which was increased to about twenty at the Bowington bend. The leaders bunch up the hill with Hampstead still in the van, followed by Costa Sabah and Sofiano Rose in the order named. This order was maintained till the village was reached.

The race home witnessed a keen struggle, but Hampstead retained the lead, winning easily from Sofiano Rose. Time 1:54.3/5. The Pari-Mutuel paid \$14.50 and the Cash Sweeps, \$25.80, \$7.80 and \$36.90.

GYMKHANA STAKES—Value \$80. Distance One Mile. For China Ponies. Catch weights at 10st. 6lbs. Winners of an open race or open Griffin race 5lbs. extra. Non-winning Subscription Griffins allowed 5lbs. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5lbs. A Cup called the Gymkhana Cup will be presented at the end of the Season to be won by the Pony scoring most marks in the races for the Gymkhana Stakes at the Gymkhana Meetings during the Season, counting 4 points for a first, 2 for a second, and 1 for a third. The benefit of marks already scored to pass with the Pony on a sale. Any winner of the race to carry 5lbs. extra for each win in subsequent starts for the race, but in the event of a Pony carrying the penalty not winning 2lbs. to be deducted next time he starts. Such 2lbs. to remain deducted until he wins again when he will carry the full penalty without deduction. Penalties accumulative up to 5lbs. Entrance fees \$5. 2nd Prize: \$25. Half entrance fees to go to winner.

Mr. Holson's Homosco 146 lbs 5 lbs. (Mr. Mackie) 1.

Mr. R. F. C. Master's Blue Nile 151 lbs. (Mr. G. C. Master) 2.

Hon Mr. May's Astral 147 lbs 5 lbs. (owner) 3.

Mr. D. Dorabjee's Rubber Tree 151 lbs. (Mr. Gegg) 0.

Mr. Dryasust's Earthquake (late Pine Tree) 151 lbs. (Mr. Dupree) 0.

Mr. Hardee's Grey Tick 145 lbs 5 lbs. allowance. (Mr. Clarke) 0.

Mr. Brutton's Nutmeg (late Nutmeg Tree) 149 lbs. (owner) 0.

Grey Tick, starting on the rails took the lead, followed by Earthquake and Rubber Tree. The order past the stand was Grey Tick, Earthquake and Rubber Tree with Homosco last. Up the hill Rubber Tree passed in second place and at the rock draw ahead and led by several lengths till Astral challenged for the premier position past the rock. Then followed a fine run home. Astral led a considerable distance, but Homosco came through the rock and claimed the first place, Blue Nile disputing. Time 2.08. The Pari-Mutuel paid \$80, and the Cash Sweeps paid \$46.35, \$134.10, and \$67.05.

LADIES' NOMINATION.—Tilting the ring. Nominating Lady to stand at a given point. Gentlemen nominated to gallop past carrying a lance, as he gallops past nominating Lady to throw a ring which gentleman nominated will endeavour to catch on his lance. Best of 3 runs. Points will be given for number of rings caught and for pace. Entrance fee \$3. 1st and 2nd Prize presented by the Club.

Captain Campbell, nominated by Miss Joan Master.

Mr. Clarke, nominated by Mrs. Heanley.

Mr. Wolf, nominated by Mrs. Plummer.

Mr. Dupree, nominated by Miss Parr.

Mr. R. F. C. Master, nominated by Miss Master.

Clarke touched the first, took the second but missed the third. Captain Campbell touched the first and took the second and third. Messrs. Dupree and Wolff took the second and Mr. Master the third. Cash Sweeps, \$453.80, \$129.60, and \$64.80.

THREE QUARTERS OF A MILE FLAT RACE—

For China Ponies. Subscription. Griffins

any season—which have never won an official race. Unplaced runners allowed 3 lbs. To be ridden by jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin. Weight for inches as per scale. Entrance fee \$5. 1st prize: "The Exit Cup," presented by the C.R.R. (Entrance fees to go to winner.)

Mr. W. G. Clarke's Abstainer, (late Druecker) 152 lbs (Mr. Clarke) 1.

Mr. J. Armstrong's Skirbeck 158 lbs. (Mr. Master) 2.

Mr. Dryasust's Seringapatam 146 lbs. (Mr. Mackie) 3.

Mr. M'Donnell's Chota Sabah (late Gum Tree) 150 lbs (Mr. Large) 0.

Abstainer went off at the start, with Seringapatam in close attendance, but Gum Tree coming up. Large and Clarke raced neck and neck for a while, the former ultimately getting ahead. But he did not long retain the advantage. Skirbeck, hard ridden, looked like coming home first, but Abstainer passed him just on the post. Time 1:58. Pari-Mutuel \$21.20; Cash Sweeps, \$576.45; \$164.70, and \$82.35.

WEILER RACE—Half a Mile. For all China Ponies, horses passed as such by the Committee of the Club. To be ridden by riders who have never ridden in an official race in Hongkong or China. Catch weight is over 15st.

Open to members of the Jockey Club and members of both Services, as well as to members of the Gymkhana Club. Entrance fee \$5. 1st Prize: A Cup, presented. 2nd Prize: \$25. Entrances fees to go to winner.

Mr. Dryasust's Panjabi, 13st 0. (Capt. Beasley) 1.

Mr. Wolf's Esperante, 13st 4 lbs. (owner) 3.

Mr. C. L. Maxwell's Fairies, 13st 4 lbs. (owner) 0.

Mr. G. E. Morris's Kukurgurz, 1st 2. (Mr. Hill) 0.

Joint G. Blatchwick's Feix, 13st 0 (owner) 0.

Mr. Charles' Cafe au Lait, 13st 4 lbs. (Blasco) 0.

Mr. F. S. Clarke's So So, 1st 0 (owner) 0.

One of the races was unrun at the start, but the race did not prove very interesting. The horses did little more than canter. Penjabi winning easily. Time 1:06. Pari-Mutuel, \$14.3; Cash Sweeps, \$52.75, \$166.5, and \$83.25.

ONE MILE AND A QUARTER FLAT RACE—

INDICATE.—For China Ponies. Jockeys who have not won more than two official races in Hongkong, Shanghai or Tientsin allowed 5 lbs.

Entrance fees \$5. 1st Prize: A Cup, presented by Mr. R. F. C. Master, Hon. Sec. & Treasurer.

Details of the programme are appended.

FOOTBALL.

CLUB v. "KING ALFRED."

The semi-final between the Hongkong Club and the "King Alfred" was played on Saturday afternoon at the Happy Valley and, as was expected, a keen struggle took place, though a draw had to be declared at the end of a very

severe game. An unusually large attendance gathered round the ropes and support was pretty well divided, but naturally the naval men were in preponderance. It was anticipated that the civilians would pull off a victory, but, to the general surprise, the sailors put up a better fight than many thought them capable of, while on the other hand the Club showed up exceedingly well though they did not win.

The teams were:—

"King Alfred": Twiggell, Carlisle, Haw;

Wy, Lane and Hobbs.

Hongkong: F. H. Kew, E. Humphreys

H. L. O. Garrett, L. J. Wishart, J. Hall, A.

Gregory, O. Eager, M. A. David, R. W.

McG. Western, R. R. Turner and J. H.

Mead.

The civilians started themselves vigorously

at the outset and in a few minutes the referee

gave a goal for the Club, a decision which he

reversed after consultation with the linesmen. A

long game followed, each side attacking in

turns, and the greatest excitement prevailed

as the fortunes of each team looked hopeful.

On several occasions the sailors had to

be put in for high tackling, and a foul

kick against Carlisle for slugging Mead

from the rear, the naval men's goal-line danger

but the naval team was successfully warded off. The

Club had decidedly the best of the play but

the forwards were weak at goal. Just before

half time the civilians managed to score from a

free kick given against Carlisle. Half time

score: Club one goal; "King Alfred" nil. The

Club was early aggressive in the second half,

but two opportunities from corners were wasted.

Play was soon transferred to the other end

where disaster befel the Club through David

being penalised for bumping Richardson,

Fleming took the kick and his comrades followed

it up and the leather was knocked into the net

bringing the score level. A scene of great enthusiasm followed and applause was showered on the

sailors. This had the effect of making the "King

Alfred" men play with more dash. Another

penalty against the Club gave their sup-

porters an anxious time, but the kick was

cleared and they came on again in good style.

Garrett made a miskick as the sailors came

down upon him, a corner followed and from this

a goal resulted, giving the lead at length to the

sailors, whose enthusiasm knew no bounds.

However the civilians took up the running

again with the greatest determination. Play

became very fast and a brilliant run by the

Club's left wing gave Wishart an opportunity.

He took the pass from Western and neatly

placed, bringing his side level again. No

further scoring took place and the match ended

in a draw—two goals each.

LADIES' RIFLE ASSOCIATION.

The third and last day's shooting 'n connex

tion with the Ladies' Rifle Association meeting

took place on Saturday. The skill of the fair

markswomen seems to have improved with the

good practice afforded at this meeting, and some

highly creditable scores were made.

JOCKEY CLUB CHALLENGE CUP.

50 YARDS HANDICAP.

Score. Handicap. Total.

Miss Hornsall ... 33 2 35

Miss Siehs ... 30 5 35

Mrs J. Macdonald ... 28 5 33

Miss Hooper ... 31 scratch 31

Miss Lanzius ... 24 7 31

Miss Keswick ... 28 2 30

Mrs L. G. Bird ... 27 scratch 27

Mrs G. Bird ... 18 1 27

Miss Seth ... 25 2 27

Mrs Thompson ... 25 1 26

Mrs Chapman ... 20 6 26

Mrs Sutherland ... 22 3 24

The cup will be held until next season by

Miss Hornsall.

THE ENCOURAGEMENT PRIZE.

For Competition 4.

Prize presented by W. A. Dowley, Esq.

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until demanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication.

After that hour the supply is limited. Only one copy for Cash.

Telegraphic Address: PRESS. Code: A.B.C., 5th Ed.
Liberia. P.O. Box, 83. Telephone No. 12.

NEW ADVERTISEMENTS

FOR SALE.

CHINA PONY "PANJABI" weight carrier. Winner of Walter Race at Gymkhana and the Tientan Stake at the Race Meeting. Young, sound, quiet.

Apply to MANAGER, Kennedy's Horse Repository, Hongkong, 6th April, 1908. 666

E. R. PUBLIC AUCTION.

THE Undersigned have received instructions from THE REGISTRAR, SUPREME COURT, to sell by Public Auction, ON WEDNESDAY, the 8th April, 1908, at 11 a.m. at No. 4, Observatory Villas, Kowloon, SUNDAY VALUABLE HOUSEHOLD FURNITURE,

also One COTTAGE PIANO. (Particulars from Catalogue).

TERMS:—As usual. HUGHES & HOUGH, Government Auctioneers, Hongkong, 6th April, 1908. 667

PUBLIC AUCTION.

THE Undersigned have received instructions from C. H. GRACE, Esq., to sell by Public Auction,

On FRIDAY, the 10th April, 1908, at 2.30 p.m., at The "La Hacienda" 74, The Peak, SUNDAY VALUABLE HOUSEHOLD FURNITURE.

Comprising:— TAPESTRY COVERED DRAWING ROOM SUITE, TEAKWOOD EXTENSION DINING TABLE and CHAIRS, MOROCCO-COVERED ARM-CHAIRS, TEAKWOOD SIDEBOARD with Bevelled GLASS, GLASS and CROCKERY WARE, MARBLE-TOP WASHSTANDS, CHEST-OF-DRAWERS, TEAKWOOD BUREAU with Bevelled Glass, BRASS-MOUNTED DOUBLE and SINGLE IRON BED-STEADS with WIRE and HAIR MATTRESSES, COOKING STOVE and UTENSILS, &c., &c.

Catalogues will be issued. TERMS:—As usual. HUGHES & HOUGH, Auctioneers, Hongkong, 6th April, 1908. 668

CHINA MERCHANTS S. N. COMPANY.

THE Twin Sons Steamship KIANG TUNG, Captain H. W. CHANDLER, CANTON-MACAO LINE,

FARE: First-Class Cabin \$6 (Dinner included).

Departure from CANTON to MACAO, EVERY MONDAY, WEDNESDAY and SATURDAY, at 5.30 P.M.

Departure from MACAO to CANTON, EVERY TUESDAY, FRIDAY and SUNDAY, at 9.00 A.M.

Ship will stop in MACAO on every THURSDAY.

All Saloon Berths should be applied for from the Captain.

Hongkong, 6th April, 1908. 669

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship "HAICHING,"

Capt. A. E. Hodges, will be despatched for the above Ports on FRIDAY, the 10th inst., at 10 A.M.

For Freight or Passage, apply to DOUGLAS-LAPLAIK & Co.

General Managers, Hongkong, 6th April, 1908. 670

NOTICE TO CONSIGNEES.

THE H.A.L. Steamship

"SILE-A," Captain Bohle, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th instant, will be subject to rent.

All broken, crushed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,

Hongkong Office, Hongkong, 4th April, 1908. 665

ON SALE.

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, July to December 97. With INDEX. Price 37.50.

On sale at the "HONGKONG DAILY PRESS" Office, Hongkong, 2nd February 1908.

NEW ADVERTISEMENT

THEATRE ROYAL

THE JAPANESE MAGIC & COMEDY CO. ON TOUR TO EUROPE

FOR 3 NIGHTS ONLY.

Commencing on WEDNESDAY, the 8th inst. will give a Comedy Entertainment as Performed before Their Majesties the Emperor and Empress of Japan. Do not fail to see them in their

SPECIAL GREAT WATER ACT.

PRICES OF ADMISSION: Dress Circle \$3, Stalls \$2, Pit \$1.

Doors open 8.30. Performance 9 P.M.

Booking at Messrs. MO TIAN & Co., Chater Road. Hongkong, 6th April, 1908.

1671

INTIMATIONS

GOVERNMENT NOTICE.

SHERIFF WANTED, to reside at TAI PO.

QUALIFICATIONS:—Correct knowledge of English, and quickness and accuracy at figures.

CONDITIONS:—Salary \$150 to \$600 by \$60 annually.

SECURITY:—\$1,000.

Applications to be sent to the Colonial Treasurer, or before the 11th April, Observatory Villas, Kowloon, Hongkong, 30th March, 1908.

NOTICES OF FIRMS

NOTICE.

THE Interest and Responsibility of Mr. JAMES ORANGE in our Firm CEASED This Day.

LEIGH & ORANGE

Hongkong, 31st March, 1908. 635

NOTICE.

M. ALBERT EDWIN GRIFFIN, Assoc. M. Inst. C. E., is from May 1st, 1908, admitted a PARTNER in our Firm, which will continue to carry on the business of Civil Engineers, Architects and Surveyors heretofore, under the style of Leigh & Orange.

LEIGH & ORANGE

Hongkong, 31st March, 1908. 636

NOTICE.

AT the request of our Lady Customers, we will hold a

GENUINE CHEAP SALE

at Rockbottom Prices, for Cash for Three Weeks only from 1st April, 1908.

HOOSAIN ALI & CO., 25, Queen's Road Central, Under Hongkong Hotel, Hongkong, 1st April, 1908. 631

IF YOU REQUIRE

ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Novelties.

POSTAGE STAMPS in Bags, Packets, Sets, &c. &c.

AND All other Philatelic Goods

CALL AT— GRACA & CO., Hongkong Hotel Corridor, Hongkong, 1st January, 1908. 645

THE GRAND HOTEL DIVISION STREET, KOBE.

FIRST-CLASS CUISINE.

COMFORTABLE & AIRY BEDROOMS.

Situated in close proximity to the Harbour and Railway Station.

BEST WINES and LIQUORS SUPPLIED.

Special arrangements for a long stay.

F. DOMBALIER M. MAILLE Proprietaires.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Stores and Shipchandlers.

35 & 37, HING LOONG STREET (2nd Street, west of Central Market) Telephone No. 515. 660

STORAGE FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, Suitable for above Purposes. EXTENSIVE WATER FRONT. DEEP WATER.

Also FOR SALE.

Portions of MARINE LOTS Nos. 31 & 36

PRAYA EAST. Approximate AREA 15,000 SQUARE FT. 339 YEARS LEASE

For Particulars, apply—

GEO. FENWICK & CO., LTD.

Hongkong, 8th June, 1908. 642

MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A. ABC., and Engineering Code U.

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length ... 722 feet.

Length on Blocks ... 714 "

Width of Entrance on Top ... 961 "

Width of Entrance on Bottom ... 884 "

Water on Blocks at Spring Tide ... 34 "

DOCK No. 1.

Extreme Length ... 521 feet.

Length on Blocks ... 513 "

Width of Entrance on Top ... 86 "

Width of Entrance on Bottom ... 77 "

Water on Blocks at Spring Tide ... 61 "

DOCK No. 2.

Extreme Length ... 371 feet.

Length on Blocks ... 350 "

Width of Entrance on Top ... 68 "

Width of Entrance on Bottom ... 53 "

Water on Blocks at Spring Tide ... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

The WORKS are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING

REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL

always kept on hand.

The COMPANY has the powerful steamer

"OURA-MARU" (712 tons, 700 I.H.P.)

especially built for SALVAGE PURPOSES;

equipped with necessary gear, always ready

by Agents on receipt of Money Order.

799



All Orders receive prompt attention.

45, QUEEN'S ROAD CENTRAL, HONGKONG.

Hongkong, 20th February, 1908. 401

ON SALE.

THE FIFTY YEARS ANGLO-CHINESE CALENDAR

日曆英中年十五

FROM 1ST JANUARY, 1864 to 31ST DECEMBER

1913, BEING FROM THE 1ST YEAR OF THE

70TH CYCLE to the 50TH YEAR OF

TUNG CHU to the 30TH YEAR OF KWONG SUI.

PRICE \$2 CASH.

On Sale at the "HONGKONG DAILY PRESS" Office, or Agents in all the Ports of the Far East.

The Book will be sent by Registered Post (free) to any part of the World unrepresented by Agents on receipt of Money Order.

Short Notice.

799

AUCTION

PUBLIC AUCTION.

THE Und

INTIMATIONS
S. MOUTRIE & CO., LTD.

NEW SEASON'S MODELS
JUST ARRIVED

BABY GRANDS
AND
COTTAGE PIANOS

BY
BLUTHNER, RUD. IBACH,
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CHAPPELL AND
ROSENKRANZ &c.

INSPECTION INVITED.

SOLE AGENTS:
S. MOUTRIE & CO., LTD.
York Building, Chater Road.

Hongkong, 13th November, 1907. [37.2]

THORNE'S OLD VAT

PER CASE \$1.5

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF GREENHORN HAS BEEN SOLD AS NO. 1 SINCE 1851

SCOTCH WHISKY.
SOLE AGENTS IN
HONG KONG, CHINA & MANILA.
A. S. WATSON & CO., LTD.
As Suppliers to the India of Cables
COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.,
have now 40,000 Cubic Feet of Cold
Storage available at EAST POINT. Stores will
be Open at 10 A.M. and 4 P.M. daily, Sunday
excepted, to receive and deliver perishable goods.
G. K. HAXTON, Manager.
Hongkong, 1st April, 1908. [43]

TO LET

LARGE OFFICE ROOM on First Floor
of No. 16, DES VŒUX ROAD.
Apply to— FERD. BORNEMANN,
No. 16, Des Vœux Road Central,
Hongkong, 23rd January, 1908. [44]

TO LET

NO. 4, BARROW TERRACE, Kowloon,
Cheap Rental.
Apply to— SPANISH PROCURATION.
Hongkong, 2nd April, 1908. [66]

TO LET

THE ROOMS on the first floor of No. 34,
QUEEN'S ROAD CENTRAL, opposite the General Post Office. The Rooms are
light, spacious and well ventilated. Very
moderate rent. Immediate Possession.
Apply to— YEE SANG FATT & CO.
Same address.
Hongkong, 28th January, 1908. [270]

TO LET

HOUSE in KENNEDY ROAD, Healthy
Locality.
4 ROOMED HOUSES in Morrison Hill
Gap Road, suitable for Married Couple with
Small Family. Rents low.
EUROPEAN FLATS in "WILD DELL"
Buildings. Rents low.
No. 2, CHANCELY LANE, 6 ROOMED
HOUSE fitted with Electric Light. Central
Locality.
Apply to— PERY SMITH & SETH,
Accountants & Auditors, Esq.,
5, Queen's Road Central.
Hongkong, 19th March, 1908. [56]

TO LET

4 and 5 ROOMED HOUSES in Kowloon.
COMMODIOUS SHOP in Des Vœux Road
Central, Hongkong. Immediate possession
Moderate rentals.
Apply to— HUMPHREYS ESTATE &
FINANCE CO., LTD.
Hongkong, 2nd April, 1908. [64]

TO LET

EITHER Side of the DOUGLAS
WHARF.
Terms on Application to—
DOUGLAS-LAPRAIK & CO.,
General Managers
DOUGLAS STEAMSHIP CO., LTD.
Hongkong, 31st March, 1908. [67]

TO LET

TO LET

FROM 1ST MAY.

KOWLOON MARINE LOT 48, Yaumati,
Area 35,200 square feet and with 253
feet Sea Frontage. Especially suited for Storage
of Coal, Timber, &c.
Apply to— HUMPHREYS ESTATE &
FINANCE CO., LTD.
Hongkong, 18th January, 1908. [231]

TO LET

A HOUSE in KNUTSFORD TERRACE
KOWLOON
No. 3, CANTON VILLAS.
Apply to— THE HONGKONG LAND INVEST-
MENT AND AGENCY CO., LTD.
Hongkong, 1st April, 1908. [85]

TO LET

C HAMBERS in No. 2, WYNDHAM
STREET, Moderate Rent.
First Floor of No. 6, Queen's Road,
Central, comprising Six Large Rooms
and Outhouses suitable for business Pre-
mises or Dwellings, now occupied by
FERD. BORNEMANN.
Apply to— DAVID SASOON & CO., LTD.
Hongkong, 26th February, 1908. [96]

TO LET

O FFICES and ROOMS on the 1st and 2nd
Floors of No. 14, DES VŒUX ROAD
CENTRAL, (formerly occupied by Messrs.
SHAW, TOMES & CO.).
Apply to— THE COMPRADORE DEPT.,
JARDINE, MATHERSON & CO., LTD.,
Connaught Road Central.
Hongkong, 25th February, 1908. [205]

TO LET

"GLENWOOD" CAINE ROAD, suitable
for a Boarding house or Club, Con-
taining 26 Rooms.
OFFICES in Bank Buildings, Top Floor.
From 1st July, 1908.

No. 8, BELLIOS TERRACE, 1st Row
Corner House.

BEACONFIELD ARCADE, Fine Office
and Dwelling Rooms.

No. 15, QUEEN'S ROAD CENTRAL,
Top Floor, (over Calbeck MacGregor).

OFFICES in Queen's Road Central.

BELLIOS TERRACE HOUSES,
ROBINSON ROAD.

LADBROKE, No. 9, CONDUIT Road,
3 Rooms, Furnished or Unfurnished from
15th April, 1908. Large Servants' Quarters
and full sized Tennis Court.

No. 3, DUDDOEL STREET Shop.

No. 2, DES VŒUX VILLAS (Part).
No. 57, PRAYA GRANDE, Macao.

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Building.
Hongkong, 1st April, 1908. [89]

TO LET

NOS. 27, 31 and 33, SEYMOUR ROAD.
Apply to— SAM WANG CO., LTD.,
SI, Queen's Road Central.
Hongkong, 27th November, 1907. [90]

TO LET

OFFICES in ALEXANDRA BUILDINGS.

Apply— SECRETARY,
A. S. WATSON & CO., LIMITED.
Hongkong, 23rd April, 1907. [91]

TO LET

NO. 2, MACDONNELL ROAD.

Apply to— COMPRADORE'S DEPARTMENT,
Nippon Yusen Kaisha.
Hongkong, 3rd June, 1908. [188]

TO LET

GODOWN, No. 3 NEW PRAYA, Ken-
nedy Town.

Apply to— HONGKONG LAND INVESTMENT
& AGENCY CO., LTD.
Hongkong, 1st April, 1908. [260]

TO LET

IMMEDIATE POSSESSION.

GODOWN at Davies Street, Kennedy
Town, lately occupied by the STANDARD
OIL COMPANY.

Apply— CHATER & MOY,
Hongkong, 24th March, 1908. [602]

TO LET

ONE FOUR-ROOMED HOUSE at Praya
East, near East Point.

Apply to— JARDINE, MATHERSON & CO., LTD.
Hongkong, 23rd March, 1908. [98]

TO LET

OFFICES on Top Floor No. 2, Connaught
Road, facing the Cricket Ground.

HOUSES in Weng Nsi Chong Road.
No. 10, DES VŒUX ROAD CENTRAL
1st floor.

"HATHERLEIGH," Conduit Road.
A HOUSE in CLIFTON GARDENS, Conduit
Road.

OFFICES in YORK BUILDING.

GODOWNS in PRAYA EAST, BLUE
BUILDINGS and No. 16B, DES VŒUX ROAD

next to the HONGKONG HOTEL.

FLATS in MORETON TERRACE.

Apply to— THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.
Hongkong, 1st April, 1908. [86]

TO LET

"FAIRVIEW," No. 1, Robinson Road,
Hongkong, 6 big rooms, nice view of
harbour.

Apply to— MEESER J. ULLMANN & CO.,
31, Queen's Road.

Hongkong, 1st April, 1908. [382]

TO LET

FIRST CLASS European House, Lochiel
Terrace and Humphreys Avenue, Kow-
loon.

Apply to— TAM TSZ KONG,
Care of Hip On Insurance, Exchange
and Loan Co., Ltd., 42, Bouham Strand, West.

Hongkong, 1st October, 1907. [94]

ANTUNG.

(Continued from page 8)

tenants, the Japanese have demanded a yearly
rental of from 40 to 50 yen per shien in cases
where the purchase price paid by them did not
exceed from 14 to 20 yen. [Of course all this
was "hearnay" evidence.—Ed.] All of these
cases are in the so-called Japanese railway
settlement, a township whose boundaries
literally run along the crests of the hills behind
the city where the defining timber monuments
can be seen against the sky. But even in
the Chinese city itself many buildings,
the largest and most desirable, are still
occupied by Japanese police, gendarmerie, and
railway guards, held by the Japanese in spite of
express provision for their return contained in
the Komura Convention of 1905, and reaffirmed
in the supplementary agreement concluded
between the Viceroy and the Japanese
Council General at Mukden in 1907. Over
and against these crying abuses all that can
be said by way of palliation is, that since the
coming of the foreign Consuls and the changes
in personnel above-mentioned no new acts of
invasion have been committed, and a tract of
land on the river north of the native town,
which has been for a long time held by the
Japanese military authorities without any bene-
fit to themselves and with considerable incon-
venience to the Chinese, was finally restored to
the Intendant last September.

Closely connected with the matter of the
railway settlement is the question of a railway
bridge across the Yalu from New Wiju to
Antung which is now being laid before the
Tokyo Government by the American and British
Embassies. The plan of the railway adminis-
tration office, connected with the Residency-
General of Korea, was to run a substantial and
continuous structure from the Korean side to
a point in the southern section of the Japanese
settlement. Inasmuch as this situation on the
Manchurian side is down stream and well to the
south of the Chinese city the erection of a
bridge without a draw will effectively cut off
the Chinese from any use of the port for ship-
ping except through the Japanese settlement.
Fortunately strong representations have been
made at Tokyo by both the British and American
Ambassadors to advise the respective
Consuls to admit equality of opportunity
to foreign and Chinese interests.

In the matter of the Customs, the long delay
on the Chinese in enforcing import duties on
the Russo-Chinese frontier has never been ad-
vanced by the Japanese as an objection against
the existence of a Custom House at Antung as
it has been to the continuation of that duty.
The chief reason for this apparently docile attitude
is that, on account of the comparative isolation
of this region, Japanese goods entering through
the port have not been forced to meet
duty-free Russian imports from the north. The
Imperial Customs Commissioner, established at
Antung in March 1907, has been quite unable
to place the services upon a sound basis. For
example vessels anchoring on the Korean side
of the river with cargo for Antung claim
exemption by reason of anchorage jurisdiction
from the regular tonnage dues. Furthermore,
smuggling, even on the part of well-known firms, is frequent and
unchecked by the Japanese authorities, who
also refuse to pay the regular Customs dues on
timber exported by the Japanese Timber Bureau.
Chinese competition is thus rendered well nigh
hopeless since the low prices at which the Bureau
appropriates its timber places the Chinese mer-
chants at an initial disadvantage which, if in-
creased, would be fatal.

All of the above questions are in a very broad
view debatable, although injustice and hardship
are undoubtedly produced by the status quo
pending their settlement. It remains to speak
of another matter which cannot be defeated.
In Manchuria, under the strong government
of Hsu Shih Chang and Tang Shao Yi, the
opium and gambling evils, never so prevalent
in the Three Eastern Provinces as elsewhere in
China, have practically been stamped out. In
Antung, with its shifting coolie population
from Shantung and the south, it has, however,
been particularly difficult to eradicate these
diseases. Nevertheless, in the spring of 1907 they
were closed, and their inmates and proprietors
driven out of the Chinese city. Within a month
this entire body of emigres, their numbers
swelled by both Japanese and Chinese recruits,
were established and doing a flourishing busi-
ness in the Japanese settlement. They have
continued to maintain themselves there ever
since. At the present time, owing to the
absence for the winter of almost all the timber
coolies, the number of these dues of vice
has decreased by nearly 40 per cent, but
there are now running openly in the
Japanese city, by actual count, 60 opium shops,
one large gambling establishment and 10 outdoor
gambling booths. As the diminution has not
been in any way due to reformatory measures,
the return of the coolies in the spring will
probably re-open the dens now closed. The
portion of the Japanese settlement occupied by
these industries has been leased at an excellent
figure to one Wang, a Chinese, who styles
himself Adviser to the Japanese Municipal
Council. Wang leases dues up to his constituents,
which in the busy season amount to as
much as 25,000 yen per month, from which
budget 6,000 yen is paid monthly to the Japanese.
The Chinese Police Magistrate continues his
efforts to check the spread of these vices outside
the alien limits, but the contagion always tends
to spread from the few spots, and his and other
efforts for the cleaning up of Antung must,
under the present status, remain futile.

Much remains to be said of this most interesting
international situation. There are many
incidents and anecdotes which are bound to
impress one, even in a few days' residence, as
typical and significant of the forces and
situation developing along the Yalu.

It is a well known fact that in Antung, a
port which they have particularly exploited,
not a single Japanese enterprise is making

money except the Timber Bureau and the
Mitsui Busan Kai-sha. The representative of
the Yokohama Specie Bank says he can no
longer make loans to local Japanese firms for
lack of sufficient security. Of the 1,000
Japanese houses built in Antung 400 are
standing empty, the occupants of some units
to sustain their precarious existence, and the
builders of others too sanguine as to the
immediate future of leasehold property. In
less than a year the Japanese population of
Antung has fallen from 5,122 in 1907 to 4,900
at present. The Chinese do not buy from
and in February last, the chief Chinese
merchants of the port formally agreed, in a
meeting called for that purpose, not to make
contracts with the Japanese either for delivery
or sale. What the future south-eastern Man-
churia will be it is difficult now to state. The
answer depends chiefly upon how the Timber
Mukden Boundary, and the Antung-
Mukden Railway and Mining questions are
adjusted.

SHARE REPORT.

Messrs. Erich Georg & Co. say in their weekly
share report dated Hongkong, 4th April, 1908.
There has been less business done during this
week than during the previous one, but the
tendency of the market has been much firmer,
and it is the unwillingness of holders to sell
which has in many cases prevented larger trans-
actions. The sterling demand rate of exchange
on London closes at £1. 10s., while rates of
Shanghai are the same as reported last week.
The three days' sight Private rate in Shanghai
is being wired with Tls. 74. Barilver in
London is quoted 25 7/16d., and Consol 23 7/8d.
The Bank of England rate of discount is still 3
per cent., but the private market rate has gone
down to 2 1/2 per cent.

BANK SHARES.—Hongkong and Shanghai
have been done in fair quantities, first at \$6924,

and finally at \$695. At latter rate shares are
still to be had. The London rate is £274.

Nationals are wanted at 51.

MARINE INSURANCE SHARES.—Unions are
offering at \$342; China Traders have buyers
at \$31; Other stocks under this heading are
unchanged and without transactions.

FIRE INSURANCE SHARES.—Hongkong
have small buyers at \$30, but China are offered
at \$39, with probable buyers at \$38.

SHIP-INC. SHARES.—Small lot of Hongkong,
Canton and Macao Steamboats changed owners
at \$29 and \$2 1/2; at the lower rate there are
buyers,

SHIPPING'

ARRIVALS.
ACHILLES, British str., 4,454, R. C. Thompson,
5th April—Liverpool 22nd February, and
Singapore 1st Mar., General—Batterfield
& Swire.

ALMIO, German str., 822, Franssen, 5th April—
Hamburg 1st, and Hoitow 4th.
Rice and General—Johes & Co.

CHINGTU, British str., 1,459, D. W. Brown, 4th
April—Australia via Manila 1st April.

General—Batterfield & Swire.

CHIYUEN, Chinese str., 5th April—Canton,
FUKUWA MARU, Japanese str., 1,945, H.
Sakamoto, 3rd April—Moji 28th March.

Coal—Mitsui Bishi Goshi-Kawashima.

GHAZEE, British str., 3,125, D. A. Cave, 4th
April—Singapore 30th March, General—

Dodwell & Co.

JOSHIN MARU, Japanese str., 702, H. S. Smith,
3rd April—Tamsui via Amoy & Swatow.

2nd April—General—Osaka Shosen Kaihatsu.

PETROGRAD, German str., 2,100, C. Wolf,
3rd April—Bangkok and Kohisichang 27th
March—Rice and Wood—Norddeutscher
Lloyd.

SEXTA, German str., 992, Deister, 3rd April—
Saigon 30th March—Rice—Siemsen & Co.

SILESIA, German str., 3,138, J. Balme, 3rd April—
Hamburg 16th Feb., General—Hamburg—

America Line.

TOSA MARU, Japanese str., 3,010, J. Nagao, 5th
April—Satte 3rd March, in Shanghai.

2nd April—Flour—Nippon Yusen Kaihatsu.

WRAY CASTLE, British str., 2,717, H. McDowell,
5th April—Shanghai 1st April, General—D. J. Bell & Co.

DEPARTURES.

4th April.

BENALDER, British str., for Nagasaki.

DELHI, British str., for Europe, &c.

GLENCOLE, British str., for Amoy.

HITACHI MARU, Japanese str., for Yokohama.

MANDAL, Norwegian str., for Saigon.

MENFOO, Chinese str., for Shanghai.

STRATHLEVEN, British str., for Saigon.

TAMSI, British str., for Shanghai.

TIJIPANAS, Dutch str., for Saigon.

YOCHOW, British str., for Shanghai.

YUEE SANG, British str., for Manila.

ZAFIRO, British str., for Manila.

5th April.

APPALACHEE, British str., for Palembang.

CHILLI, British str., for Hoitow.

HATIAN, British str., for Coast Ports.

ITCHA, German str., for Chingchian.

J. DIEDERICHSEN, German str., for Swatow.

JOSHIN MARU, Japanese str., for Swatow.

LOYAL, German str., for Saigon.

NANSHAN, British str., for Hongkong.

NORD, Norwegian str., for Tsingtao.

PRINCE WALDEMAR, Ger. str., for Yokohama.

RABABUL, German str., for Swatow.

SIGNAL, German str., for Haiphong.

TAIWAN, British str., for Saigon.

TJKINI, Dutch str., for Batavia.

YATSHING, British str., for Kowai.

SHIPPING REPORTS.

The British str. Ghasee reports: Light winds,
smooth sea, foggy.

The British str. Achilles reports: Fine clear
weather till making Hongkong then foggy.

The German str. Pechaburi reports: Fine
weather and small sea, the last day fog.

VESSELS IN DOCK.

April 4th.

ABERDEEN DOCKS.—KOWLOON DOCKS—Neil Mclennan, Surgeon
Quarters, Lightning, H.M.S. Handy, H.M.S.
Moore, Native, Hairman.
COSMOPOLITAN DOCKS—America Maru.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND
CALCUTTA.

THE Steamship

"LIGHTNING,"

Captain A. E. Goutte will be despatched for
the above ports TO-MORROW, the 7th inst.,
at 3 P.M.

For Freight or Passage apply to

DAVID SASOON & CO., LTD.,
Agents.

Hongkong, 2nd April, 1908. 606

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS, PLYMOUTH AND LONDON,
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, PERSIAN GULF, CONTINENTAL
AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA."

Captain C. H. S. Toeque, carrying His
Majesty's Mail, will be despatched from
London for Bombay &c. on SATUR-
DAY, the 10th April at Noon, taking
passengers and cargo for the above port
in connection with the Company's as
"HIMALAYA," 7,000 tons, from Colombo,
passenger's accommodation in which vessel
is secured before departure from Hongkong.

Silk and Valuables, all cargo for France and
Tea for London (under arrangement will be
transhipped at Colombo into the mail steamer
proceeding to Marseilles and London, other
cargo for London, &c. will be conveyed
from Bombay by the R.M.S. "CALEDONIA,"
due in London on 30th May, 1908.

Parcels will be received at this Office until
4 P.M. the day before sailing. The content
and value of all packages are required.

For further particulars apply to

F. J. ABBOTT,
Acting Superintendent.
Hongkong, 6th April, 1908.

TOYO KISEN KAISHA.
SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong,
CALLAO AND IQUIQUE VIA JAPAN
PORTS (Narita, Kobe and Yokohama)
With Liberty to call at Honolulu and
Salina Cruz.

Steamers Tons
"KASATO MARU" ... 6,100 Sometime First
half of April.

Taking Freight and Passengers to other
Eastern and Western Coast Ports of South
America in connection with Steamers of the
Pacific S. N. Co.

K. MATSUDA Manager,
York Building.
Hongkong, 18th February, 1908. 10

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "h" nearest Hongkong "h" midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RIG	FLAG & RIG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c. VIA USUAL PORTS OF CALL...	MALTA	Brit. str.	—	C. H. S. Toeque	P. & O. S. N. Co.	On 18th inst., at Noon.
HAVRE, ROTTERDAM & HAMBURG &c.	BRISBANE	Ger. str.	—	Hiltschmidt	HAMBURG-AMERICA LINIE	On 29th inst.
HAVRE & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	—	Kinal	HAMBURG-AMERICA LINIE	On 21st inst.
HAVRE, LONDON & ANWERP VIA SUEZ CANAL	GLENTURENT	British str.	—	K. Webster	MCGREGOR BRO'S. & GOW	On 23rd inst.
HAVRE & HAMBURG VIA STRAITS, &c.	SILESIA	Ger. str.	—	Balle	HAMBURG-AMERICA LINIE	On 10th May.
LONDON &c. VIA USUAL PORTS OF CALL...	SHANGHAI	Brit. str.	—	Eichhorn	HAMBURG-AMERICA LINIE	On 24th May.
HAVRE, ROTTERDAM & HAMBURG &c.	TOGO	Fr. str.	—	Lancelin	MESSAGERS MARITIMES	On 14th inst., at 1 P.M.
HAVRE & HAMBURG VIA STRAITS, &c.	TRANQUEBAR	Dan. str.	—	Melchers & Co.	Beginning of April.	
HAVRE & HAMBURG VIA SINGAPORE, &c.	BORNKO	Ger. str.	—	P. & O. S. N. Co.	About 8th inst.	
HAVRE, LONDON & ANWERP VIA SINGAPORE, &c.	SAMRIA	Brit. str.	—	G. W. Gordon	On 12th inst.	
HAVRE & HAMBURG VIA SINGAPORE, &c.	TAMBA MARU	Jap. str.	—	Muller	RAMBURG-AMERICA LINIE	On 15th inst., at D'light
HAVRE & HAMBURG VIA SINGAPORE, &c.	INABA MARU	Jap. str.	—	C. H. Butler	NISSON YUSEN KAISHA	On 29th inst., at D'light
HAVRE & HAMBURG VIA SINGAPORE, &c.	PRINCESS ALICE	Brit. str.	—	G. Roth	NISSON YUSEN KAISHA	On 8th inst., at Noon.
TRISTAN, &c. VIA SINGAPORE, &c.	LEVANZO	Ital. str.	—	Bekito	CARLOWITZ & CO.	On 9th inst., at Noon.
NEW YORK	PERSEA	Amer. str.	—	G. Bartole	SANDER, WIELER & CO.	About 21st inst.
WRAY CASTLE	TULOR PRINCE	Brit. str.	—	Macdougall	ARRHOLD, KARBERG & CO.	About 21st inst.
VANCOUVER VIA SHANGHAI JAPAN, &c.	EMPEROR OF INDIA	Brit. str.	2 m.	DODWELL & CO., LTD.	TO-morrow.	
HAVRE & HAMBURG VIA SINGAPORE, &c.	MONTAGUE	Brit. str.	1 m.	CA. CHINA PACIFIC R. CO.	On 8th inst., at 4 P.M.	
HAVRE & HAMBURG VIA SINGAPORE, &c.	TESA MARU	Jap. str.	—	DAYTON PACIFIC R. CO.	On 22nd inst., about noon.	
HAVRE & HAMBURG VIA SINGAPORE, &c.	SHINANO MARU	Jap. str.	—	JAP. YUSEN KAISHA	On 14th inst., at 4 P.M.	
HAVRE & HAMBURG VIA SINGAPORE, &c.	KUMERIC	Am. str.	—	C. D. Deby	NISSON YUSEN KAISHA	On 23rd inst., at 4 P.M.
HAVRE & HAMBURG VIA SINGAPORE, &c.	KASATO MARU	Jap. str.	—	T. L. Harrison	NISSON YUSEN KAISHA	On 14th May.
HAVRE & HAMBURG VIA SINGAPORE, &c.	NIRIO MARU	Brit. str.	1 m.	G. W. Eddy	NISSON YUSEN KAISHA	First half of April.
HAVRE & HAMBURG VIA SINGAPORE, &c.	CHANGHUA	Brit. str.	—	W. von Soden	BUTTERFIELD & SWIRE	On 17th inst., at Noon.
HAVRE & HAMBURG VIA SINGAPORE, &c.	PRINCE WALDEMAR	Brit. str.	—	P. T. Helms	MELCHERS & CO.	On 21st inst., at 4 P.M.
HAVRE & HAMBURG VIA SINGAPORE, &c.	EMPIRE	Brit. str.	—	G. E. Livingston	GIBR. LIVINGSTON & CO.	On 23rd inst., at 3 P.M.
HAVRE & HAMBURG VIA SINGAPORE, &c.	KUMANO MARU	Jap. str.	—	N. Ohno	NISSON YUSEN KAISHA	On 25th inst., at Noon.
HAVRE & HAMBURG VIA SINGAPORE, &c.	TIBODAS	Dut. str.	—	N. Matthes	NISSON YUSEN KAISHA	On 18th inst., at D'light
HAVRE & HAMBURG VIA SINGAPORE, &c.	CHONGMING	Brit. str.	—	F. Wheeler	JARDINE, MATTHESON & CO. LTD.	On 15th inst., at Noon.
HAVRE & HAMBURG VIA SINGAPORE, &c.	LANGDAK	Brit. str.	—	Balle	HAMBURG-AMERICA LINIE	On 16th inst.
HAVRE & HAMBURG VIA SINGAPORE, &c.	SILESIA	Brit. str.	—	W. P. Baker	HAMBURG-AMERICA LINIE	On 8th inst., at 4 P.M.
HAVRE & HAMBURG VIA SINGAPORE, &c.	KWONGSAM	Brit. str.	—	H. A. Wall	BUTTERFIELD & SWIRE	On 8th inst., at 4 P.M.
HAVRE & HAMBURG VIA SINGAPORE, &c.	KUANGSAM	Brit. str.	—	J. Randermann	MELCHERS & CO.	About 11th inst.
HAVRE & HAMBURG VIA SINGAPORE, &c.	YORK	Brit. str.	—	C. D. Deby	MESSENGERS MARITIMES	On 13th inst., P.M.
HAVRE & HAMBURG VIA SINGAPORE, &c.	JAPAN	Fr. str.	—	Verro	NISSON YUSEN KAISHA	On 13th inst., P.M.
HAVRE & HAMBURG VIA SINGAPORE, &c.	KAGOSHIMA MARU	Jap. str.	—	T.		

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
MARSEILLE, LONDON and ANTWERP VIA SINGAPORE	BORNEO	About 8th April	Freight and Passage.
POLE, PENANG, COLOMBO and Port Said	Capt. G. W. Gordon, R.N.E.	April	Passage.
SHANGHAI, MOJI, KOBE, JAPAN and YOKOHAMA	Capt. C. D. Denby, R.N.E.	About 11th April	Freight and Passage.
SHANGHAI	OCEANA	About 16th April	Freight and Passage.
MONDON VIA USUAL PORTS OF CALL	MALTA	Noon, 18th April	See Special Advertisement.

For further Particulars, apply to

F. J. ABBOTT
Acting Superintendent.

Hongkong, 6th April, 1908.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
MANILA	"TEAM"	On 7th April, 4 P.M.
SHANGHAI	"KIU KIANG"	On 8th April, 4 P.M.
NINGPO and SHANGHAI	"PAOTING"	On 9th April, 4 P.M.
CEBU and ILOILO	"KAIFONG"	On 11th April, 4 P.M.
MANILA, ZAMBALAND, THURSDAY ISLAND, COOTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY, HORATIO LAUNCE STON, NEW ZEALAND, MELBOURNE, ADELAIDE, and PEETH	"CHANGSHA"	On 21st April, 4 P.M.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

‡ Taking Cargo and Passengers at through rates on all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIBB,
AGENTS.

Hongkong, 4th April, 1908.

NORDDEUTSCHER LLOYD, BREMEN
IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & BREMEN	"PRINZESS ALICE"	Wednesday, 8th April, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"YORK"	About Wednesday, 8th April.
MANILA, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"PRINZ WALDEMAR"	Thursday, 23rd April, at 5 P.M.
KUDAT & SANDAKAN	"BOBEO"	Middle of April.

For further Particulars, apply to—

NORDDEUTSCHER LLOYD,
MELCHERS & CO.,
GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 4th April, 1908.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
TAMSUI VIA SWATOW	"DAIJIN MARU"	SUNDAY, 12th April, at 10 A.M.
AND AMOY	Capt. I. SAKURAI	
SHANGHAI VIA SWATOW	"CHOSHUN MARU"	TUESDAY, 14th April, at 10 A.M.
AMOY AND FOOCHOW	Capt. M. NEMOTO	

These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office, Second Floor, No. 1, Queen's Building.

Hongkong, 6th April, 1908.

T. ARIMA, Manager.

HAMBURG-AMERIKA LINIE, HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Routes to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMeward:

FOR SHANGHAI, YOKOHAMA & KOBE: S.S. LANGBANK	FOR HAVRE, ROTTERDAM & HAMBURG: S.S. BELGBAVIA	9th April.
... 6th April	FOR MARSEILLE, BREMEN & HAMBURG: S.S. SAMIA	12th April.
S.S. SILESIA	FOR HAVRE & HAMBURG: S.S. LIBERIA	21st April.
... 6th April	FOR HAVRE & HAMBURG: S.S. SILESIA	10th May.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. BEISGAOVA	FOR HAVRE & HAMBURG: S.S. SENEGAMBIA	24th May.
... 13th April	FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SEGOVIA	14th April.

For further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong Office.

JAVA-CHINA-JAPAN LIJN

REGULAR THREE-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WELL PAYABLE FOR	ON OR ABOUT
TJIBODAS	JAVA	Second half of March	JAPAN	Second half of March
TJILATJAP	JAVA	Second half of March	SHANGHAI	First half of April
TJIPANAS	JAPAN	Second half of March	JAVA PORTS	First half of April
TJIPINI	JAPAN	Second half of March	JAVA PORTS	First half of April
TJILIWONG	JAVA	First half of April	JAPAN	First half of April
TJIMAH	JAVA	First half of May	SHANGHAI	First half of May

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor, Hongkong, 31st March, 1908.

Telephone No. 275.

NOTICES TO CONSIGNEES

S.S. "ARMAND BEHIC."

COMPAGNIES DES MESSAGERIES MARITIMES

NOTICE.

CONSIGNEES of Cargo from London ex a.s. "Medoc" and "Douro" from Bordeaux ex a.s. "Ville de Lorient," in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after the 6th April, at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 6th April, or they will not be recognized.

All damaged packages will be examined on Monday, the 6th April, at 3 P.M.

No Fire Insurance has been effected.

J. MILLET,

Agent.

Hongkong, 30th March, 1908.

NOTICE TO CONSIGNEES

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Company's Steamship

"HITACHI MARU," having arrived from the above Ports. Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and placed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

No Fire Insurance will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

No Goods cleared by the 8th inst., will be subject to rent.

No Fire Insurance will be effected.

Damaged packages must be left in the Godown for examination by the Consignee and the Co's representative at an appointed hour.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA.

Hongkong, 2nd April, 1908.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
SHANGHAI	"KWONGSANG"	Monday, 6th April, Noon.
TIENTSIN	"CHEONGSHING"	Monday, 6th April, 4 P.M.
SINGAPORE & SURABAYA	"CHUNGSANG"	Monday, 6th April, 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOOKSANG"	Friday, 10th April, 3 P.M.
MANILA	"LOONGSANG"	Friday, 10th April, 4 P.M.
YOKOHAMA, KOBE, MOJI	"YUENSANG"	Friday, 1st May, NOON.

RETURN TOUR TO JAPAN.

OCUPPYING 24 DAYS.

The steamers "KUTJANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

